

SENATE VOTE ON ARMY BILL APRIL 18

Senator Lewis Says Preambles Diplomatic Position Calls for Quick Action.

WILL NOT QUIT MEXICO

WASHINGTON, April 8.—At the instance of Senator Chamberlain, who is in charge of the army bill, an agreement was reached by the Senate today to vote on the measure on April 18. The opinion of leaders of both houses assures the bill becoming a law early in May.

The feature of the debate today on the bill was a speech by Senator Lewis of Illinois, who strongly urged that no time should be lost in putting through the preparedness measure.

"I view the situation of my country at this particular time as rather precarious in the matter of her diplomatic surroundings," said Senator Lewis. "Either we do not regard the condition existing for action on preparedness, or we do not have the courage to say so, or we do not regard it and have not the statesmanship to act with that succinctness and immediateness for which the situation calls."

"It is no exaggeration to say that we all recognize that this is the hour when there is necessity for action on preparedness. There has come the information through the public press, and from the foreign press particularly, that the United States has been drawn into a drawing from Mexico because of multiplied embarrassments."

No Withdrawal Now.

"It might as well now be understood, speaking for myself, so far as I am concerned, the United States will not withdraw from the undertaking it has so commendably entered upon in this conflict. I will not say that I am not those who have violated the honor of the country and to punish those who have offended against the life of a citizen of the United States."

"Let us, Senator Lewis said, 'in perseverance multiply our own activities, feeling absolutely convinced that shortly that which we seek to do—expedient justice will be done by the United States in Mexico.'"

"Our delay is not to be an embarrassment, but a misadventure, and it is not to be a reason for our withdrawal, but a reason for our perseverance, and that we are discouraged, or that we hesitate for fear of the political punishment that may be visited upon us by a constituency that may be opposed to the constructive policy here undertaken."

"Not only, therefore, do the conditions in Mexico call for our supporting whatever may be the policy of the President, but they also call for action in order that the outside world shall not assume that we have lagged in our sense of appreciation of the situation, and that the opponents of the policy of the United States may not draw further license from this delay to assume that we are unprepared to back up the movement we have undertaken in Mexico."

Must Meet Conditions.

"If the future policy of this country with regard to Mexico is to be different from that of the past and we are to deal with them, or to be forced unhappily to deal with each other—and in the only manner which is honorable, they must meet the conditions of the situation. It is not to be a reason for our withdrawal, but a reason for our perseverance, and that we are discouraged, or that we hesitate for fear of the political punishment that may be visited upon us by a constituency that may be opposed to the constructive policy here undertaken."

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POUNDS DIGS SUBWAY HOLE.

Work Officially Began on Eastern District Tunnel Route.

The ceremony of breaking ground for the Fourth Avenue-Eastern District subway at Bedford Avenue and North Seventh Street, Williamsburg, was carried out in the rain yesterday afternoon in the presence of hundreds of persons. Borough President Pounds of Brooklyn pushed into the earth a silver spade and officially began work. On the site where ground will be broken for the first Brooklyn stop of the new subway. The ceremonies included a parade in which many civic bodies took part. Buildings were decorated by the hanging of bunting. Whistles were blown by scores of factories and many manufacturers gave their employees a half holiday.

A feature of the celebration was a dinner last night in Schwanen Hall, where the speakers told of the general prosperity to be expected by both Manhattan and Brooklyn. The subway was characterized as the most important line of the dual system outside of Manhattan. Ernest C. Moore, chairman of the celebration committee, presided. The tunnels are to be completed in twenty-seven months.

EX-WIFE TO SHARE INCOME.

Decree Is Awarded to Mrs. Robert Livingston Beecher.

Supreme Court Justice Kelly in Brooklyn yesterday granted Mrs. A. T. Beecher an interlocutory decree of divorce from Robert Livingston Beecher after counsel for the defendant told the court that his client had no will to put in any answer to the wife's complaint. Mrs. Beecher named Maud C. Moore in her complaint.

By an agreement made on February 2, 1915, Beecher agreed to pay his wife a monthly allowance of \$1,000 and it was stipulated that "all papers and personal property that came to the plaintiff in connection with the so-called 'Woodstock episode' shall be sealed and put in the care of Frederick W. Fielding," who is attorney for Mrs. Beecher.

Beecher took the witness stand yesterday and testified that his last income averaged \$3,000 a year from a trust fund left by his father and mother. Mr. and Mrs. Charles M. Beecher. The couple were married in Buffalo July 12, 1904, and before their separation lived at Riverside Drive. Mrs. Beecher, who was Miss Annie M. Truitt before her marriage, has made her home at the Hotel Marlborough since the separation.

AIMING TO STANDARDIZE AMERICAN AERO INDUSTRY

Elmer A. Sperry Reports to Naval Consulting Board on Plans for Mobilizing Aircraft and Pilots in Event of War—Auto Men Aiding.

Preliminary plans for the mobilization of aeroplanes, aviators and the further development of aviation for the use of the army and navy in the event of war were announced yesterday in a report made to the Naval Consulting Board by Elmer A. Sperry, chairman of the committee on aeronautics.

One of the important points made by Mr. Sperry was the fact that an effort is being made, with the aid of the American Society of Aeronautical Engineers, to standardize the whole American aeroplane industry, especially from a military standpoint, providing for quick changes in engines, propellers, carburetors, tanks and other fittings.

"The immense amount of detail that this involves," Sperry said, "has been indicated by the fact that about 150 experts have been mobilized and are working in cooperation with both branches of the Government aerial service. Many of the board look upon this work as of the utmost importance."

Sperry said that the committee has associated in this standardization work a number of the leading automobile engineers of the United States, who are now working on the design of a new motor and its accessories. This organization work has developed an additional fact—that some of the leading engine builders in the country have started a serious campaign of designing and building original types of aeroplane engines. It is expected that the most far-reaching results will follow the new development, both directly and indirectly, by stimulating present builders to still greater efforts."

Flying at Night.

Concerning flying at night, Mr. Sperry said the present war has proved the necessity for night flying, but that night flying when the pilot is deprived of the sense of sight in determining his horizontality and when acceleration and centrifugal forces may easily be mistaken for gravity, is a most serious and fraught with a great deal of difficulty.

"No inclinometer," said Mr. Sperry, "has thus far been devised which is not seriously affected by acceleration and deceleration pressures, so its indications are rendered positively dangerous."

Mr. Sperry said the many orders for aeroplanes placed by the Allies in this country and running into the millions of dollars "leads us to believe that at last this perplexing problem of power for aircraft has arrived at a commercial state, especially in point of reliability on long extended trips."

Mr. Sperry said also that progress is being made in the development of devices for the detection of the presence of aeroplanes and dirigibles.

Many Lines of Investigation.

Mr. Sperry in his report pointed out that the art of aviation was so new that many lines of development have been under investigation. Enumerating some of these, he said arrangements have been made with the National Automobile Chamber of Commerce whereby any number of naval aviators, up to 200 at one time, may receive a complete course of instruction in the internal combustion engine. The chairman said that 1,000 men could be instructed at one time in an emergency.

The committee also has obtained the cooperation of the Automobile Club of America for the testing of aeroplane engines. On this point Mr. Sperry said: "Through these tests deficiencies in the engines can be developed and corrected."

OVERSEA FLIGHTS COMMON BY 1921

Hawley Paints Travel Picture of Five Years Hence for Wanamaker.

RODMAN, N. J., April 8.—James Moran was brought here tonight from San Diego for safe keeping while the Federal authorities are investigating his confession of participating in a recent mail robbery in Liberty Street, New York. Moran named accomplices, including the driver of the mail wagon robbed and a mail clerk. His aids are being sought in the East. Moran voluntarily gave himself up in San Diego because he was "double crossed," he said.

According to his confession, made public today by Federal Commissioner Burch, Moran drove a companion in a taxi behind the mail wagon. The driver, James Moran, was a passenger on a key to unlock the wagon. Pouches of registered mail were transferred to the taxi and the wagon was afterward released. The bags were cut open the following morning in a New York suburb, Moran stated. He was given \$200 in bills and told to go to San Francisco, where his accomplices promised to join him. When they failed to do so, he went to the post office and reported the matter. He was given \$200 in bills and told to go to San Francisco, where his accomplices promised to join him. When they failed to do so, he went to the post office and reported the matter.

Four pouches filled with registered mail from Washington were stolen from a press truck en route from a Jersey Central train at Communipaw to the New York Post Office. Thirty-third Street and Seventh Avenue, early February. Among the valuables stolen were \$25,000 worth of securities owned by Potter, Choate & Prentiss of 5 Nassau Street, this city. One hundred loose diamonds, ranging from 46 to 96 karats each, were taken, together with other gems and pieces of jewelry the value of which was estimated at \$4,000.

The post office inspectors at the time guessed that the money secured may not have exceeded \$10,000. The robbers overlooked two registered pouches, one of which was literally stuffed with paper money and would have yielded them a negotiable fortune.

H. J. McCall, Jr., a registry clerk who accompanied the six registered pouches from Washington, said he saw the bags placed in the truck on top of fifty sacks of ordinary mail. He snapped the spring lock on the back of the truck and rode to the Post Office on the seat with the driver. When the bags were taken out at the post office, four of the six pouches were missing.

SEAGOERS' NERVE RETURNS.

Large Passenger List on Outgoing Liner Taken as Sign.

The Holland-America liner Nieuw Amsterdam, which sailed yesterday, had among her passengers Ethelbert Watts, American Consul-General in Brussels, who has been to Washington to report regarding conditions at his post. F. W. Whitridge, president of the Third Avenue Railroad Company, sailed for a pleasure trip in England. Mrs. Whitridge accompanied him.

The Nieuw Amsterdam carried 150 first, twenty second and 130 steerage passengers. Officials of the line declared that the large list is indicative of the renewed confidence felt by Americans in oceanic travel on neutral ships. A year ago this month the Nieuw Amsterdam sailed with only twenty-seven first cabin passengers.

5,000 U. S. WORKERS IN UNION.

Members Agree Not to Take Part in Any Strike.

WASHINGTON, April 8.—A Federal employees' union has been organized here with 5,000 charter members. The union is affiliated with the American Federation of Labor and the members are pledged not to engage in or support any strike against the Government.

Samuel Gompers, president of the American Federation of Labor, addressed the assemblage before its formal act of organization. He warned his hearers that organized power should be exercised with restraint.

SALVATIONISTS OPEN FUND.

First Day of Campaign Realizes \$57,280 for Training School.

The first day of the campaign of the Salvation Army to raise \$500,000 for the training school building and the Woman's Rescue Home of the Bowery and Harlem branches resulted yesterday in contributions amounting to \$57,280, not including what was received at the headquarters at 50 Broad Street. The fund received gifts of \$100,000 before the campaign opened.

Men and women directly connected with the organization contributed \$51,000. Fifteen teams, including two Y. M. C. A. teams and an executive committee, are conducting the campaign. These teams collected \$57,280 yesterday.

BAKER WANTS AERO CORPS INDEPENDENT

Says Army Should Try Every Machine Offered Until the Best Is Found.

ASKS \$1,785,000 OF HOUSE

WASHINGTON, April 8.—Plans for reorganization of the aviation service and its possible establishment on an independent basis apart from the army or navy were outlined before the House Military Committee today by the Secretary of War.

Mr. Baker said that he had decided to place the section under better supervision, to obviate friction between the trained fliers and their superior officers. Col. George O. Squier, who is on his way home from Europe, where he has been observing military operations, will have direction of this work.

Secretary Baker also told the committee that the work of testing aeroplanes would be submitted to a board of three officers. They are Col. Clark, who has been making a study of aeronautics in the Massachusetts Institute of Technology; Lieut. Milling, the most expert flier in the army, and Lieut. Jones, described as being second only to Milling.

Would Test All Types.

Another proposal he made was the establishment of a testing ground for all machines that may be offered to the army.

"My idea," said the secretary, "is to have grounds convenient to the manufacturers of aeroplanes and to have the board experiment with every type of machine that may be offered for army use. We wish to find the best possible type of machine before making extensive purchases."

Secretary Baker did not approve of the suggestion that it might be advisable for the Government to take up the manufacture of aeroplanes. The General Staff, he said, has reported against such a plan because of the adverse effect that it would have upon the mobilization of industrial resources in time of war. He said that the Government should keep an aeroplane manufacturer and that the best results were likely to be obtained by encouraging this competition.

The committee was told in detail of the work of the army fliers on the Mexican border and with the expeditionary force. Much work had developed upon them, said the Secretary, because of difficulties in the operation of wireless outfits, due to the presence of iron ore, which disturbed the electric field.

Six Aeroplanes in Use Now.

"We are relying on aeroplanes entirely for communication with the front," said the Secretary, who explained that the army where the expeditionary force now is operating is mountainous and covered with scrub brush.

"The chief trouble," he added, "has been that our aeroplanes are not able to clear the high mountains and the brush makes landing difficult. All our machines have engines of 30 horsepower, but the latest model have 110 or 150 horsepower engines."

Six of the eight aeroplanes on the border now are in use, the Secretary said, although he admitted that one of the two machines had been in serviceable condition. These six machines are being used constantly by the army fliers.

"Our aviators," he continued, "are wonderfully brave. They hold an amazing number of records not only for the United States but for the world. In sustained flight and altitude in which they have been pioneers."

The Secretary submitted to the committee a revised estimate for the Six Aeroplanes, to be expended mainly for aeronomics. An additional \$400,000 will be available from previous appropriations.

TO FIGHT PREPAREDNESS.

Clergymen of National Prominence Going on Speaking Tours.

Clergymen of national prominence are planning to go on speaking tours in opposition to excessive army and navy preparedness. They include the Rev. Dr. Stephen S. Wise of the Free Synagogue, New York; the Rev. John Haynes Holmes, the Unitarian leader; the Rev. Charles E. Johnson, pastor of the Broadway Tabernacle, New York; the Rev. Dr. Washington Gladden, and with them Amos Pinchot, Prof. Scott Nearing, Herbert Bigelow and Miss Jane Addams. Aiding the campaign are the peace societies.

The first of several speaking tours has already advanced as far as Detroit and is to continue to Chicago, Minneapolis, Des Moines, Kansas City, Louisville, Cincinnati and Pittsburgh. This tour completed, it is announced that one will be made throughout the South and to the Pacific coast.

The plan is in charge of the Women's Peace Party, with Miss Jane Addams at its head. Amos Pinchot is an active worker, as is also Mrs. Wood of Detroit. The purpose is to influence Congress against voting at the present session any increase of appropriations for war preparedness and to obtain the appointment of a committee to look into conditions of the army and navy and report within the next six months.

ROOKIES FOLLOW IN OPEN.

Plattsburg Camp Recruits Instructed on Governors Island.

Under Capt. George White, U. S. A., ninety men who are signed up to go to the Plattsburg training camp, were drilled for the first time in the open yesterday on Governors Island.

During the winter recruits for the summer military camp have been drilling on Governors Island. Every Saturday afternoon in the future Capt. White will drill these men on Governors Island. The inclement weather did not seem to bother the rookies.

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GOMPERS REBUKES ANTI-DEFENCE MEN

Urges Upon All Organized Labor the Need of National Preparedness.

FAVORS A RESERVE ARMY

President Samuel Gompers of the American Federation of Labor yesterday sent an official reply to the unions which have adopted resolutions and taken referendums against preparedness. Among the organizations which have adopted such resolutions are the Central Federation of United City and the Cleveland Federation of Labor. Mr. Gompers in his letter addressed to the labor officials and unions of Cleveland says in part:

"The resolutions introduced are a collection of incongruous and irrelevant matters. There are several statements with which no one could differ, but they are presented without regard to cause or effect and with total misunderstanding of their relation to the general subject of preparedness."

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SMOOT FOR NATIONAL FOOD PREPAREDNESS

Teach Girls to Cook, Senator Pleads—U. S. Garbage Can Fattest in World.

WASHINGTON, April 8.—Senator Smoot, recognized authority in the Senate on tariff and finance, appeared in a new role today when he advocated "national preparedness" in home economics. The Senator agreed with the poet who wrote "Civilized man cannot live without cooks."

"I for one believe," observed Mr. Smoot, "that much of the world's poverty, misery and drunkenness and disease comes from poorly prepared food. It is a crime and wicked in the sight of God to have the products of the farm made next to useless by poor cooking. Tens of thousands of homes are ruined by helpless and ignorant housekeepers and the American garbage can is the fattest in the world."

"No one questions the fact that food consumption per capita is larger than that of any other country and nearly twice that of thrifty France. The way to lessen these evils is to provide an appropriate education for the housewife. The same system to be used in our schools and in our homes."

"The question as to whether it is worth while to educate girls has been answered on the basis of the facts. In this twentieth century the woman is no longer a mere drudge, a convenience, a something to satisfy demands of man. Today in America at least, we find her as a counsellor and partner, as God intended her to be."

"In a very short investigation and from sources I have every confidence in I find that domestic science is not taught in a single one of the following colleges for women: Wellesley, Massachusetts; Bryn Mawr, Pennsylvania; Vassar and Poughkeepsie, New York; Mount Holyoke, South Hadley, Mass.; Smith, Northampton, Mass.; Swarthmore (coeducational), Swarthmore, Pa. In nearly all these schools four years of preparatory Latin are positively required. A permit to substitute four years of German for three years of Latin is denied. Perhaps it can be expressed better by saying that these colleges consider proficiency in a dead language more important than proficiency in a modern language. This simply means that our leading schools for girls do not teach the one thing that every girl should be taught, namely, how to manage a home."

CHARGE PARCEL POST THEFTS.

Inspectors Arrest Pelham Manor Clerk and Recover Much Loot.

Philip W. Sheridan, 25 years old, a clerk in the Pelham Manor branch of the New York post office, was arrested by Post Office Inspectors Schaeffer and Politt yesterday on a charge of embezzling without number of parcels. The thefts charged extended over a considerable period, according to the inspectors, who gathered in the clerk's apartment at 47 East Third Street, Mount Vernon, three mail sacks full of the stolen articles.

Sheridan has a wife and a ten-month-old baby. He was held in \$1,500 bail for his mother going on the bond.

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MIDNIGHT SUPPER ENDS IN A TAXI ELOPEMENT

Earl Fisher, Who Is Hazy About His Residence, Acquires a Bride.

Following an all night party in a restaurant on West Forty-second Street, an early morning dash to Greenwich, Conn., in a taxicab and a wedding ceremony presided over by the chief of the Greenwich police, Mr. and Mrs. Earl R. Fisher were at their apartments in the Hotel Woodstock anxiously waiting to learn what the bride's parents will say about the outcome of a strenuous Friday night and Saturday morning adventure.

Mr. Fisher, who says he lives in Brooklyn—just where he refused to divulge yesterday—was an engineer employed by the Thompson-Starrett Construction Company, and the bride until 8:30 yesterday morning was Miss Ruth E. Livernois, daughter of Mr. and Mrs. Livernois of Providence, R. I. Her father is said to be a cigar manufacturer, but Mr. Fisher seemed to be hazy about this and about just where his father-in-law lives. He finally said: "He lives in the same place I do."

"Where is that?"

"Over the river," I think in Brooklyn," and he stated that the telegram asking parental forgiveness had been sent to Mr. Livernois in Brooklyn.

The bride and bridegroom have been friends since childhood, but their acquaintance was suspended for several years until recently. Then Mrs. Fisher returned from the European continent in which she had been educated.

Friday night she and Miss Crystal Shepard met Mr. Fisher, had dinner and went to the theatre, and then for a midnight supper. They reached the restaurant early yesterday morning. Then it was decided to top it off with a marriage.

They got a taxicab and travelled in the rain to Greenwich. Mr. Fisher's office to be open, so they waited until 8:30, procured their license and were married by Justice of the Peace Albert F. Lea.

All in the party were evening clothes, which was considered somewhat unusual for a morning wedding, but this did not interfere with the ceremony, and the pairs piled into the taxicab and drove to the wedding breakfast somewhere in New York.

But they all became too hungry long before the breakfast was served, so they climbed out at the first lunch wagon and gave the order to "draw four, with ham sandwiches and apple pie."

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Sheridan has a wife and a ten-month-old baby. He was held in \$1,500 bail for his mother going on the bond.

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